Kolkata, Leh, Lucknow, Madurai, Mangalore, Mumbai, Nagpur, Patna, Porbander. Portblair, Pune, Raipur, Rajkot, Srinagar, Thoise, Trivandrum, Udaipur, Vadodara and Varanasi.

Jet Lite — December, 1993: — Ahmedabad, Allahabad, Aurangabad, Bangalore, Bhubaneshwar, Bhuj, Chandigarh, Chennai, Cochin.Coimbatore, Delhi, Dibrugarh, Goa, Gurkhpur, Guwahati, Hyderabad, Imphal, lndore, Jaipur, Jammu, Jorhat, Kolkata, Lucknow, Mumbai, Nagpur, Patna, Portblair, Pune, Ranchi, Srinagar and Vizag.

Air Deccan — August, 2003:— Agartala, Ahmedabad, Aizwal, Amritsar, Aurangabad, Bagdogra, Bangalore, Belgaum, Bhavnagar, Bhubaneshwar, Chennai, Cochin.Coimbatore, Dehradhun, Delhi, Dharamshala, Dibrugarh, Dimapur, Goa, Guwahati, Gwalior, Hyderabad, Imphal, lndore, Jabalpur, Jaipur, Jamshedpur, Jorhat, Kandla, Kolhapur, Kolkata, Kullu, Leh, Lilabari, Lucknow, Madurai, Mangalore, Mumbai, Nagpur, Patna, Portblair, Pune, Raipur, Rajamundry, Ranchi, Shimla, Silchar, Srinagar, Tirupati, Trichy, Tuticorin, Vidyanagar, Vijayawada and Vizag.

Kingfisher— May, 2005: Agartala, Agatti, Agra, Ahmedabad, Aurangabad, Bagdogra, Banglore, Bhubaneshwar, Bhuj,-Calicut, Chandigarh, Chennai, Cochin,Coimbatore, Delhi, Goa, Guwahati, Hubli, Hyderabad, lndore, Jabalpur, Jaipur, Jammu, Khajuraho, Kolkata, Lucknow, Mangalore, Mumbai, Nagpur, Pune, Raipur, Srinagar, Trichy, Trivandrum, Udaipur Varanasi, Vijayawada and Vizag.

Spicejet— May**,** 2005: Ahmedabad, Bagdogra, Bangalore, Chennai, Coimbatore, Delhi, Goa, Guwahati, Hyderabad, Jaipur, Jammu, Kolkata, Mumbai, Portblair, Pune, Srinagar, Varanasi and Vizag.

Go Air — November, 2005: Ahmedabad, Bangalore, Chennai, Cochin, Delhi, Goa, Hyderabad, Jaipur, Jammu, Mumbai and Srinagar...

Paramount Airways — October, 2005 — Bangalore, Chennai, Cochin, Coimbatore, Hyderabad, Madurai, Trivandrum and Vizag.

IndiGo—August, 2006: Agartala, Ahemdabad, Bangalore, Bhubaneshwar, Chennai, Cochin, Delhi, Goa, Guwahati, Hyderabad, Imphal, Jaipur, Kolkata, Mumbai, Nagpur, Pune and Vadodara.

(d) and (e) All the scheduled airlines have to comply with various provisions of Civil Aviation Requirements (CARs) *viz.* airworthiness, operational and safety requirements. Directorate General of Civil Aviation (DGCA) officers also carry out surveilliance checks, safety audits, inspections, etc. to ensure that airlines are adhering to various provisions contained in the Aircraft Rules and CARs.

Delay in merger of Air India

† 3709. SHRI MANOHAR JOSHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the steps taken by Government so far for merger of Air India and Indian;

(b) the reasons for delay in the merger; and

(c) by when both the airlines would be merged completely?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Effective 27jth August, 2007, Air India Limited and Indian Airlines Limited have been amalgamated with a new company called the National

† Original notice of the question was received in Hindi.

Aviation Company of India Limited (NACIL) in accordance with the Scheme of Amalgamation. There is no delay in the merger of the two erstwhile companies. The complete merger of the two airlines is likely to be achieved over the next 18 months.

Pilot and air hostess training institutes

3710. SHRI DHARAM PAL SABHARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that many private pilot training institutes/schools are mushrooming in various parts of the country;

(b) whether similar civil aviation institutes imparting training to air hostess are growing in the country;

(c) if so, the details of such institutions operating at present in different parts of the country;

(d) whether Government is considering some norms and would appoint auditors to carry out regular inspections of these institutes; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The Flying Training Institutes are established after getting necessary approvals from Directorate General of Civil Aviation (DGCA).

(b) and (c) Air hostess training institutes are not regulated by DGCA. DGCA does not keep record of such institutes.

(d) and (e) The Government does not intend to regulate such air hostess training institutes.

Shortage of manpower in ATC

3711. SHRI DHARAM PAL SABHARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there is an acute shortage of manpower in Air Traffic Control (ATC);

(b) if so, the details thereof;

(c) whether ATC has directed officers to put in extra hours which is dangerous for the safety of aircrafts' movements; and

(d) if so, the steps being taken to increase the staff strength in ATC?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Due to unprecedented growth in Civil Aviation sector, flights/aircraft movements have significantly increased. This has resulted in additional requirement of Air Traffic Controller Officers (ACTOs).

Sometimes ATC Officers are deployed to perform extra duties only during their off duty time which does not compromise operational efficiency and safety.

During the last 3 years, 436 ACTOs have been recruited and process is on to recruit another 323. Capacity of Civil Aviation Training College (CATC) as well as that of Regional Training Centres is being augmented to meet the training requirements of ACTOs.